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To: Mark T. Lee	USPTO	703-308-3663	703-746-3721
From: Ken Bousfield		416 601-7847	416 868-0673

US Patent Appln. #: 10/611,659  
Title: Symmetrical Multi-Unit Railroad Car

Please see attached.

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placed to recover from a penalty brake application. This is also a feature used to prevent an automatic train control brake application.

**Surplus Cars.** Empty revenue freight cars not in transit; including cars stored for special or future loading, in excess of shippers' orders for cars.

**Suspension.** The resilient system through which a car body is supported on its wheels. Suspension systems involve the use of hydraulic devices, friction elements and coil, elliptic, rubber or pneumatic springs.

**Swing Bolster.** A truck bolster suspended by hangers or links so that it can swing laterally with relation to the truck and thus lower the effects of lateral impact received through the side frames and wheels. Trucks equipped with swing bolsters are known as swing motion trucks.

**Swing Hanger.** Bars or links, attached at their upper ends to the frame of a swing motion truck, and carrying the spring plank at their lower ends. Also called "bolster hanger."

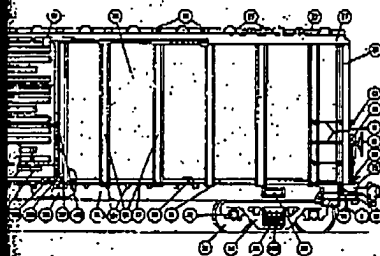
\* **Swing Motion Truck.** A truck with a bolster and spring plank suspended on swing hangers so that they can swing laterally in relation to the truck frame.

**Switch and Lock Movement.** A device, the complete operation of which performs the three functions of unlocking, operating, and locking a switch, movable point frog, or derail. (I.C.C.)

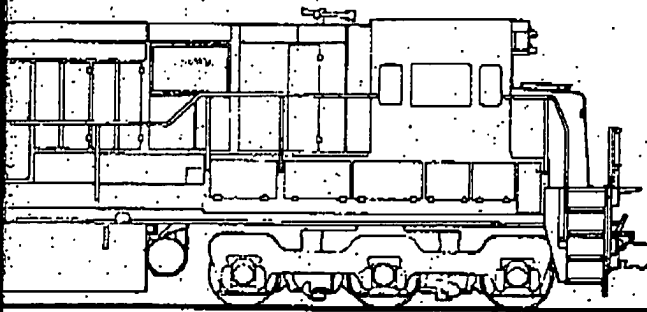
**Switcher.** A term used for a switching locomotive.

**Switching.** Switching service consists of moving cars from one track to another track or to different positions on the same track. It includes the moving of cars in the make-up and break-up of trains; also moving of cars on industrial switching tracks or interchange

# The Railroad Dictionary of



## Car and Locomotive Terms



*REVISED EDITION*

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